

Amendments to the Claims:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

Listing of Claims:

1. (Currently Amended) A method for transmitting data between a respective data processing unit on a provider side and a respective data processing unit on a user side, the respective data processing unit on the provider side and the respective data processing unit on the user side in each case being operatively connected to a respective transmitting/receiving device for at least one of wireless transmission and wireless reception of data, the method comprising:

storing, in a buffer storage, data received from the respective transmitting/receiving device of one of the user side and the provider side; and
loading the stored data into the respective processing unit on the other of the user side and the provider side only during an existence of a predefined operating state on the other of the user side and the provider side, wherein:
the user side is on a motor vehicle, and
the loading of the stored data occurs only when the motor vehicle is not moving.

2. (Currently Amended) A method for transmitting data between a respective data processing unit on a provider side and a respective data processing unit on a user side, the respective data processing unit on the provider side and the respective data processing unit on the user side in each case being operatively connected to a respective transmitting/receiving device for at least one of wireless transmission and wireless reception of data, the method comprising:

storing, in a buffer storage, data received from the respective transmitting/receiving device of the provider side; and
loading the stored data into the respective processing unit on the user side only during an existence of a predefined operating state on the user side, wherein:
the user side is on a motor vehicle, and
the loading of the stored data occurs only when the motor vehicle is not moving.

3. (Original) The method as recited in claim 2, wherein the data is one of a program and software.

4. (Original) The method as recited in claim 2 wherein the respective data processing unit on the provider side is a server.

5. (Original) The method as recited in claim 2, wherein the respective data processing unit on the user side is a programmable control unit in a motor vehicle.
6. (Original) The method as recited in claim 5, wherein an operating state of the motor vehicle is the predefinable operating state on the user side.
7. (Original) The method as recited in claim 6, wherein the operating state is at least one of: i) the motor vehicle is stationary, ii) a parking brake is set, iii) an ignition is switched off, iv) a driving switch is turned off, and v) an ignition key is withdrawn.
8. (Original) The method as recited in claim 6, further comprising:
maintaining a power supply of the respective data processing unit on the user side for a presettable time after at least one of: i) switching off the ignition, and ii) withdrawing the ignition key of the motor vehicle.
9. (Original) The method as recited in claim 2, wherein the buffer storage is one of: i) operatively connected to a central vehicle computer, and ii) constructed as part of the central vehicle computer.
10. (Original) The method as recited in claim 9, wherein the data is checked, recorded and buffered by the central vehicle computer.
11. (Original) The method as recited in 9, wherein the central vehicle computer is connected via a bi-directional data bus to at least one data processing unit on the user side.
12. (Original) The method as recited in claim 2, wherein the respective data processing unit on the user side includes at least one of: an engine management, an ABS system, an ELB system, an electronic stability program, a pneumatic suspension, a transmission-shift control, and a retard control.
13. (Currently Amended) A system for transmitting data between a respective data processing unit on a provider side and a respective data processing unit on a user side, comprising:
a respective transmitting/receiving unit operatively connected to the respective data processing unit on the provider side to at least one of wirelessly transmit data and wirelessly receive data;
a respective transmitting/receiving unit operatively connected to the respective data processing unit on the user side to at least one of wirelessly transmit data and wirelessly receive data; and
a buffer storage configured to buffer data received from one of the provider side and user side, the buffered data being transmitted to the respective data

processing unit on the other of the provider side and user side only during an existence of a predefined operating state on the other of the provider side and user side, wherein the respective data processing unit on the user side is a programmable control unit in a motor vehicle, and wherein the programmable control unit is loaded with the received data only when the motor vehicle is not moving.

14. The system as recited in claim 13, wherein the data is one of a program and software.

15. The system as recited in claim 13, wherein the respective data processing unit on the provider side is a server.

16. (Canceled).

17. (Currently Amended) The system as recited in claim 13 ~~16~~, further comprising:
an arrangement configured to maintain a power supply of at least one of the respective data processing unit on the user side and the buffer storage for a presettable time after at least one of: an ignition is switched off, and an ignition key of the motor vehicle is withdrawn.

18. (Currently Amended) The system as recited in claim 13 ~~16~~, wherein the buffer storage is one of: operatively connected to a central vehicle computer, and constructed as part of the central vehicle computer.

19. The system as recited in claim 18, further comprising:
a bi-directional data bus via which the central vehicle computer is connected to the respective data processing unit on the user side.

20. The system as recited in claim 13, wherein the respective data processing unit on the user side includes at least one of: an engine management, an ABS system, an ELB system, an electronic stability program, a pneumatic suspension, a transmission-shift control, and a retard control.